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A National Newspaper for Every Branch of the Industry

Automotive Daily News

PASSENGER TRUCK TIRES TRACTOR ACCESSORIES

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JUNE SCHEDULES FOR TIRE OUTPUT REDUCED 15-20%

Manufacturers Favor Cutting Stocks, Not Prices

AKRON, June 2. — Tire production schedules in this district for early June are from 15 to 20 per cent. below those of May and from 40 to 45 per cent. under the peak levels.

The attitude of the larger manufacturers seems to be that the best policy is to keep curtailing production until excessive inventories are depleted rather than stimulate sales by cutting prices and selling tires at a loss. This is indicated by a survey of leading rubber companies here.

Indications are that there will be no change in tire prices, at least until after July 1, when the agreement with dealers guaranteeing protection against loss from possible reductions expires. If crude rubber, now selling around 44 cents a pound, is lower at that time, a 10 per cent. cut in tire prices in the latter part of July or August would seem logical.

Nearly 20,000,000 automobile casings, or about three months' supply for the entire country, are estimated to be in the hands of manufacturers. Dealers' stocks of around 6,000 tires are considered normal, but the surplus carried in factory warehouses and branches is more than twice as large as last year. A record breaking demand for tires was anticipated during May, but early reports of sales show that retail business was disappointing. Adverse factors have been the unseasonable weather and the uncertain price situation.

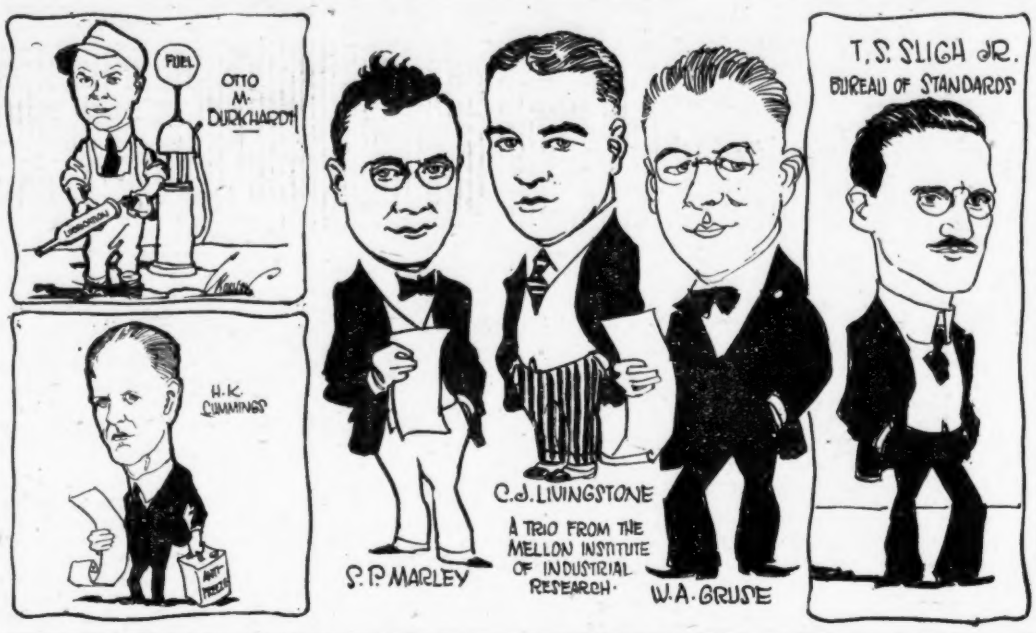
Despite a larger motor car registration and heavier gasoline consumption, tire sales are estimated by one rubber company executive to be more than 5,000,000 below those of last year. The public has been waiting for lower prices and dealers have been buying on a hand-to-mouth basis.

Manufacturers are beginning to realize now that too much capital was made of the rising crude rubber market when tire prices were boosted last year upward of 60 per cent. When the market dropped from above $1 a pound to less than 50 cents a pound, and tires were only reduced 10 per cent. in price, there were loud howls from the public.

The average car owner does not take into consideration that the rubber manufacturers have to buy their crude rubber six or eight months in advance. Manufacturers maintain now that rubber being used in current production costs from 70 to 80 cents a pound.

Present tire prices, they state, are based on rubber at 50 cents a pound. Every effort has been made by motorists this year to avoid buying needed replacements for practically worn-out tires. The old casings, patched many times, would have been thrown away in the previous era of low prices. It is estimated that one out of every four cars being run without a spare tire.

Among Today's S. A. E. Speakers— By Kessler



N. A. C. C. DIRECTORS HOLD SEMI-ANNUAL MEETING

New York, June 2.—The semi-annual meeting of the board of directors of the National Automobile Chamber of Commerce, 344 Madison Ave., is being held today. The members' meeting will be held tomorrow and a number of interesting developments are expected.

EDSEL FORD BACK FROM ABROAD

Comments on Automotive Conditions In Europe

New York, June 2.—Edsel Ford, arriving yesterday on the Majestic, after a five weeks' trip abroad, was quite cheerful over prospects in England and other European countries.

"Everybody wants a car over there," he said, "and the low-power car is becoming increasingly popular. The Morris car, a 12-horse power car, is a bigger seller in England than our own car. Our Manchester plant is the only foreign plant that makes our complete car. We manufacture a hundred cars a day in England, and the Ford car there is advertised as an English product to counteract the propaganda against foreign cars.

Mr. Ford said that the small cars used in Europe will not please Americans, because they can just about go along on level ground in high. They have to use gears for every little difficulty, such as crossing the railroad tracks, but the low-powered car is favored on account of the low tax.

Mr. Ford said that Russia will be a tremendous field when she opens up. "She needs tractors first of all, then trucks, and lastly passenger cars. We have sold 18,000 tractors to Russia in the last fifteen months. We had 35,000 tractors last year in Europe and 200,000 cars," he stated.

BUICK FACILITIES TO BE INCREASED

Sloan of G. M. Says Change Planned For July 1

Flint, Mich., June 2.—Alfred P. Sloan, Jr., president of General Motors Corporation, addressing a Chamber of Commerce banquet here Tuesday night, given in honor of executives of the corporation, intimated that there will be an increase in Buick facilities here by July 1.

He declared that "another increase is coming that will require a tremendous increase in your city's facilities. We will try to make the developments gradually, so the load won't be too great.

"We are working on a very definite, concrete and necessary principle. This policy is to build a quality automobile for every person and for every need. We are now building 25 per cent. of the cars made in the United States and Canada.

"Sales for the first twenty days of May this year indicate they may almost equal, if not exceed, these of last month, the largest in the corporation's history."

Mr. Sloan introduced John J. Raskob, chairman of General Motors' finance committee; Donaldson Brown, Fred J. Fisher, head of the Fisher Body Corporation; Charles Fisher, C. Z. Mott, John L. Pratt, vice-president in charge of accessory groups, and Harry H. Bassett, president of Buick Motor Company.

Upon invitation of the Chamber of Commerce it was decided to hold a similar dinner annually in Flint, at which the corporation's executive committee would be present.

John J. Raskob declared that the corporation is the sixteenth largest banking industry in the United States, and is handling over a billion dollars in credit. It has lost but one-seventh of 1 per cent on account of bad debts, he said.

APPERSON EQUIPMENT TO GO UNDER HAMMER

Fort Wayne, Ind., June 2.—Robert E. Tudor, receiver of the Apperson Automobile Company, Kokomo, Ind., has been empowered by Judge John Marshall of the Howard Circuit Court to employ the Samuel T. Freeman Company, Philadelphia, professional auctioneer, to sell the machinery and equipment of the Apperson Company at public auction July 7, 8, and 9. The machinery will be sold in pieces, lots or parcels as circumstances distate. All steps will be subject to the order and approval of the court.

Demand Abroad For Light Cars Seen

New York, June 2.—Competition in new fields abroad for the light cars made in this country is reported by J. D. Mooney, president of the General Motors Export Company, who returned from Europe yesterday.

Mr. Mooney spent four months in a survey of conditions in England, France, Spain and the Near East, including Egypt, Turkey and Palestine. He said, in part:—

"If these countries abroad could get motor cars at the cost we have of making the mand operating them in America, the expansion of business would be enormous. The most interesting thing I saw on my trip was the remarkable progress being made by the light car abroad as a competitor for the motor car in the low-priced field. America has had practically a monopoly in the low-priced field, and in the neutral markets we have had 90 per cent. of the business.

Mr. Mooney would not divulge what plan he had formed to meet this situation.

NEW passenger car registrations, throughout the entire country, will be found on Pages 4 and 5 of this issue.

S. A. E. SESSIONS AT FRENCH LICK NEARING CLOSE

Interesting Papers Read at Today's Meeting

FRENCH LICK SPRINGS, IND., June 3.—The Society of Automotive Engineers has been in session here since Tuesday in its annual summer meeting.

There are more than 1,000 members and guests here, and while considerable business has been transacted, the greater part of the time here has been devoted to golf, tennis, trap shooting, baseball, dancing, bridge and banquets.

Discussions on latest developments in headlights, tires, rims and aircraft pictures featured the sessions. C. F. Kettering, vice-president of General Motors, spoke on "Philosophizing in Physics," while N. J. Lemon of the United States Tire and Rubber Company discussed the new drop center rim used by the English cars.

Papers read at the sessions today (Thursday) were by T. S. Sligh, Jr., "Volatility of Automobile Fuels"; S. P. Marley, C. J. Livingstone and W. A. Gruse of the Mellon Institute of Industrial Research, University of Pittsburgh, "The Influence of Temperature, Fuel and Lubricant in Forming Motor Carbon Deposits"; H. K. Cummings, Bureau of Standards, "Anti-Freeze Solutions and Compounds."

Address by Cummings

Mr. Cummings discussed anti-freeze solutions and compounds. He pointed out that lubricating oil is successfully used as the cooling medium in automotive cooling systems of special design but its high viscosity and low heat capacity per unit volume make it a poor substitute for water on the ordinary motor car or truck radiator. Kerosene may be used in cooling systems designed for water but its low heat capacity per unit volume (together with its high boiling point) may lead to serious overheating in mild weather, he said.

Among the materials whose addition to water in sufficient quantity will protect against freezing to at least zero Fahrenheit are: (1) denatured alcohol, (2) methanol (wood alcohol), (3) sodium chloride, (4) magnesium chloride, (5) calcium chloride, (6) honey or invert sugar, (7) glycerine, and (8) several glycols.

Solutions whose use has been advocated but which will not give adequate protection against freezing are water solutions of glucose, of magnesium sulphate and of isoamyl alcohol. The variation of freezing point with concentration is shown graphically for solutions in water of most of the materials mentioned. Curves are presented to indicate the way in which viscosity increases with increase in concentration and with decrease in temperature, he declared.

In spite of their widespread use, denatured alcohol solutions are somewhat unsatisfactory on account of the low boiling point of ethyl alcohol, which necessitates frequent additions of alcohol to compensate for evaporation loss and tends to limit engine temperature, said Mr. Cummings.

Methanol solutions are even more

(Continued on Page 2)

U. S. EXPORTS GAIN GROUND

American Autos Overcome All Obstacles Abroad

Boston, June 2.—Despite suddenly imposed taxes, import restrictions and other limitations, American automobiles entering foreign markets are overcoming all obstacles abroad, Dr. Julius Klein, director of the United States Bureau of Foreign and Domestic Commerce, declared in an address here last week before the New England Trade Conference.

He pointed out that American automotive exports for 1925 exceeded those for 1924 by 51 per cent., or $113,000,000.

"The explanation for this amazing growth," Dr. Klein said, "has been the unusual watchfulness of the automotive industry in finding and capitalizing openings for new markets, not only in the continent of Europe, but in such highly attractive territories as Australia, Argentina and South Africa—areas whose terrains and automotive needs are strikingly similar to those which the automotive industry has so successfully met in this country."

Dr. Klein gave an exhaustive and comprehensive discussion of the merchandising of American products in the world markets, pointing out the innumerable barriers that are being overcome and the prejudices that are being broken down through well-planned campaigns by American manufacturers and exporters.

PHILA. GARAGE OWNERS ORGANIZE FOR SESQUI

Philadelphia, June 2.—The response to the letters sent out to garage owners by the automobile committee of the Sesquicentennial has been very gratifying, officials claim.

A temporary organization under the control of the official automobile committee, has been formed by the principal garage owners and operators in the central part of the city. A check has been made of all the available garages, numbering 1,200, and an established rate for long and short storage, washing, repairing and accessories has been agreed upon.

WOULD HAVE COURSE IN AUTO ENGINEERING

Columbus, O., June 2 (U. T. P. S.).—John Younger, professor of industrial engineering at the Ohio State University, suggests that all colleges and universities establish courses in automotive engineering in their scholastic programs. He holds that such a course would meet a long-felt want of large automobile factories for trained men to take executive positions.

He believes that such factories should follow the example of electrical companies, which look to colleges and universities for their trained men. The suggestion is meeting with approval on every hand, and steps will probably be taken to establish such a course at the Ohio State University.

Melbourne Auto Show a Success

Melbourne, Australia, June 2.—The international motor show held recently in Melbourne attracted considerable attention from members of the trade in this state and from the public in general.

The show was held in the Melbourne Exhibition Buildings and, besides covering motor cars and trucks of all nationalities, there was a special portion devoted to motorcycles and accessories.

Coincident with the show the first Australian motor transport conference was held, at which delegates from the various states were present, three delegates from the New Zealand Motor Trade Association, the New Zealand Wholesale Motor and Cycle Traders Association and Walton B. Schmidt, who officially represented the National Automobile Chamber of Commerce, New York.

His address covered motor car servicing and other items of interest.

STUDEBAKER PHAETON SETS RECORD IN HAWAII

Oahu, Hawaii, June 2.—All speed records for the mountainous drive around the island of Oahu, Hawaii, have just been broken in an endurance run by a Studebaker standard six duplex-phaeton.

The eighty-six miles around the island runs from Honolulu over the Pali range, with its sharp, hairpin turns, far above the silvery beaches that have made Hawaii famous.

The car made four laps of the island, one lap being made in 1 hour and 55 minutes. The previous best time for a lap was 2 hours and 20 minutes.

The "Gem"

Initial Radiator Locking Cap

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Patented July 25, 1925.

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Best Locking Radiator Cap on the Market

Comprises all that is required in a theft proof, leak-proof, fool-proof as well as ornamental radiator cap.

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STERLING AUTO DEVICES CO.

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OREGON ENJOYS BIG AUTO BOOM

April Sales Reported Largest in State's History

By JOHN C. WETMORE

Portland, Ore., June 2.—Oregan is enjoying its biggest automobile boom. Motor car merchants last month pointed with pride to the largest sales in any April in their business history. There were, according to Motor Register of Oregon figures, 3,578 new passenger car licenses issued, as compared with 2,839 in 1925 and 3,431 in the banner year of 1924, a gain of 739, or 26 per cent., over the corresponding month last year.

The first four months' business was also a record, with a total of 12,043 new passenger car registrations, as compared with 9,240 in 1925, an increase of 30 per cent.

The comparative new car registration of the twenty best sellers in April and since January 1 was:—

	April, 1926.	April, 1925.	4 Mos. 1926.	4 Mos. 1925.
1. Ford	1,194	856	4,303	2,965
2. Chevrolet	509	509	1,610	1,325
3. Dodge	263	165	856	637
4. Star	261	277	680	803
5. Buick	196	135	712	403
6. Essex	147	73	507	229
7. Studebaker	119	106	376	352
8. Chrysler	111	29	411	89
9. Overland	102	158	407	481
10. Oldsmobile	101	71	337	237
11. Pontiac	83	—	142	—
12. Hudson	71	45	247	153
13. Oakland	71	20	237	84
14. Nash	57	38	226	146
15. Wil.-Knight	56	56	150	213
16. Hupmobile	34	29	119	86
17. Jewett	32	33	121	109
18. Ajax	28	—	102	—
19. Cadillac	17	9	81	—
20. Packard	14	14	55	6

Sales records throughout these periods were also made by motor truck dealers with registrations of 262 commercial cars last month. There was a gain of 70, or 31 per cent. over last year. For the four months' period of 1926 there were 935 sales of new trucks, an increase of 21.7 per cent. over 1925. The April record for the eight leaders was:

—e	April, 1926.	April, 1925.	4 Mos. 1926.	4 Mos. 1925.
1. Ford	98	119	404	442
2. Chevrolet	44	11	131	30
3. Graham	24	8	75	42
4. Mack	12	4	57	25
5. White	12	7	52	36
6. Federal	11	6	34	24
7. Reo	9	5	28	15
8. International	8	6	22	28

It will be noted that all of the above except Ford showed gains over April, 1925, and all but Ford and International increases for the four months period.

Bartles Plant Ready by July 1

Chicago, June 2.—The Bartles-Maguire Oil Company plans to run the first crude through its East Chicago plant about July 1. Installation of modern equipment is nearing completion. The refinery, normally a 2,500-barrel skimming plant, will start operations with equipment to produce gasoline on a basis of considerably in excess of that figure.

At the same time, Roxana Petroleum Corporation is getting well under way with work preliminary to starting actual construction of its large East Chicago plant.

A report has been circulated recently that the Standard Oil Company of Indiana planned erection of a new refinery at Whiting. This is denied by officials of the company, who say no refinery construction is in immediate prospect in this district other than normal replacement of equipment and normal enlargement of facilities to take care of a steadily growing increase of business in the company's marketing division.

ADVERTISEMENT

Every 2¼ seconds, somewhere in the world, some one buys a Dunlop Tire.

Hundreds Attend S. A. E. Sessions at French Lick

(Continued from Page 1)

unsatisfactory in this respect and give off toxic fumes, but methanol is more effective than ethyl alcohol in reducing the freezing point of water. The major objection to all salt solutions is their corrosive action on metals, especially electrolytic action on dissimilar metals in contact, but the addition of soluble chromates to calcium chloride solutions materially reduces their corrosiveness toward metals other than zinc and aluminum, he said.

Sugar solutions do not give trouble with corrosion, but their high viscosity may be sufficient to rule them out. Distilled gylcerins and ethylene glycol are among the most satisfactory materials now available for use in aqueous solution. Ethylene gylcol solutions are less viscous than the glycerine solutions which give equal protection against freezing, but this difference is negligible except in very severe climates. The initial cost of these materials is considerably more than that of alcohol, but the expense per season is probably greater with alcohol than with gylcerin or glycol, said Mr. Cummings.

Fuel, Lubrication

S. P. Marley, C. J. Livingstone and W. A. Gruse had a paper on the influence of temperature, fuel and lubricant in forming motor carbon deposits.

A single cylinder engine was modified for the close control required for this experimental work, they explained. Water-cooled head, cylinder and crankcase, with means for controlling the temperature of the cooling water, were installed. A lubricating system was provided, designed so as to circulate very rapidly a small charge of oil. The temperature of the oil and of intake air to the carburetor was controlled. The rate of fuel-intake was controlled by timing flow from a pipette and the fuel-air ratio was adjusted by exhaust gas analysis. Load on the motor was controlled by resistance in circuit with the electric generator. The speed of the motor was kept constant. A thermocouple set in a well projecting into the combustion chamber permitted control of head temperature. While occasional variations were larger, the average power output was generally held constant to about 1 per cent.

By careful attention to all the details of operation, very good duplicate runs were obtained. There were some variations in oil consumption, but control of this feature was, in general, satisfactory.

The results are divided into three series, representing change successively in temperature, fuel and lubricant, all other variables being kept as constant as possible. In the series showing changes in temperature the results are as would be predicted; there is a definite tendency to diminution of deposit as the temperature reaches the higher values.

The series in which fuel was varied comprised experiments on fuels ranging from natural gas through a number of commercial gasolines to kerosene. It was observed that at relatively lean mixture ratios the influence of changes in the nature of the fuel was small, though real. At a richer mixture ratio, a few experiments indicate a greater influence on the part of the fuel. When a very non-volatile fuel is used, there is a sharp increase in the amount of deposit.

The series presenting variations in lubricating oil includes experiments under conditions of varied temperature and mixture ratio (possibly representing summer and cool weather conditions) with six commercial motor oils, two Pennsylvania, two Mid-Continent and two Coastal. A comparison of the properties of these oils with the carbon deposits obtained indicates, first, that the amount of deposit obtained increases as less volatile oils are used, and, second, that within certain limits the amount of deposit increases as oils of increasing carbon residue value (Conradson) are employed.

Mr. Sligh's paper was on "The Volatility of Automobile Fuels," in which he declared volatility is considered to be measured by the amount of fuel which will be evaporated under equilibrium conditions into a definite space at definite temperature. This is proportional to the vapor density of the fuel. The volumes occupied by given weights of air under a pressure of one atmosphere are taken as a convenient measure of vapor space.

The paper presented a brief statement of some fundamental principles relating to evaporation of mixtures, and discussed briefly the previous work on fuel volatility.

A dynamic volatility method which involves measurement of the percentage of the fuel which is evaporated under equilibrium conditions in some definite mixture of air and fuel is described and the theoretical aspects of such measurements discussed.

Data was presented for a limited number of fuels showing the general characteristics of this type of distillation as contrasted with the Engler. The effects of variations in compositions as affecting starting volatility and operating volatility are shown.

The choice of test conditions, temperature and air-fuel ratio, to give the best information regarding the fuels as to (a) starting characteristics, and (b) operating characteristics, including dilution characteristics, is discussed.

The effect upon performance of reduction of pressure by throttling was also pointed out.

Addresses published in yesterday's issue of the Automotive Daily News were delivered Wednesday before the members.

More than 500 automotive engineers attended a dinner in Indianapolis Sunday night preceding the day of the auto races. Speaking at the dinner, Capt. Eddie Rickenbacker declared that future transportation in America would be by air routes, and that eventually all mail, express, light freight and passengers would be carried more easily and more economically than in the transportation systems of today.

Mr. Kettering, in his address declared that the automotive engineer is one of the leaders in the economic life of the country, and declared that in him and his product is the indicator of the prosperity of the country.

Seated at the speakers' table were Arthur Nutt of the Curtiss Airplane Company; Charles Guernsey of the J. G. Britt Company, Philadelphia; Thomas Henry, president of the American Auto Association; Col. J. G. Vincent of the Packard Motor Company; E. S. Gorrell, vice-president of the Stutz Motor Car Company; George T. Briggs of Indianapolis, Capt. Rickenbacker, Mr. Brisbane, Frederick E. Moskovic, president of the Stutz Motor Car Company, who acted as toastmaster; Coke Clarkson, general manager of the S. A. E.; G. T. Little, president of the S. A. E.; Ralph Teeter, chairman of the Indiana section of the S. A. E.; John Hunt, vice-president of the General Motors Research Corporation; George F. Crouch of the Horace F. Dodge Boat Company, Col. Thomas Hetherington, attache of the British Embassy at Washington; Capt. B. Wilson of London, of the British air forces; G. M. Williams, president of the Marmon Motor Car Company; Howard Marmon of Indianapolis, Arthur (Bugs) Baer of Chicago, who gave a humorous talk.

The dinner was a function planned by the Indiana section to precede the summer meeting of the automotive engineers, beginning today at French Lick Springs. Members of the organization who were in Indianapolis to attend the 500-mile race left last night for French Lick for the three-day meeting. Many men prominent in the automotive and engineering circles of the world attended the dinner and occupied seats at the speakers' table.

Buying Appeal of Chevrolet Models In Chicago Shown

Chicago, June 2.—How Chevrolet, with its five models, appeals to a wide spread of buyers is shown by an analysis of sales and unfilled orders covering a period of four months recently made by the Chicago zone office of the Chevrolet Motor Company, under the direction of C. L. Alexander, zone manager.

"During March the most popular selling model was the Chevrolet coupe," said Mr. Alexander. "Many cars of this model are sold to men with small families, and orders for the coupe stand well up in the list throughout the year. The coupe is also a popular car with salesmen and corporations, and it was sales to this class of buyer that raised the average during the month of March, a time of year when equipment used by large sales organizations is being replaced or increased.

"April was a big month for the Chevrolet coach. It is the lowest priced three-speed transmission car with Fisher body on the market and is popular with the younger man buying his first car or changing from an open car to an enclosed model who demands quality but does not want to invest heavily in his automobile. For this class of buyer the Chevrolet coach is the logical car.

"For the older man, the man with the family desiring greater convenience and comfort the Chevrolet sedan is the model of strongest appeal. This class of buyer usually has a car and is slower in coming into the market than the prospective coach owner. The Chevrolet sedan has been the leading model in sales for May.

"Unfilled orders and estimates of requirements from dealers in the Chicago territory indicate June as the month for open car sales. Touring cars and roadsters are still popular models with "vacationers" and lovers of the outdoors. Campers, especially, find the additional luggage space afforded by the rear compartment of the touring car and the deck of the roadster a desirable feature."

BUYS INTO BATTERY FIRM

Olympia, Wash., June 2.—Lloyd McGee has purchased the interest of Joseph Downey in the Downey-McGee Battery Manufacturing Company, Vancouver, Wash., manufacturer of Delta automobile batteries, and hereafter the concern will be known as the Delta Battery Works.

DRIVERS TOLD OF LIGHT DANGERS

Buffalo, N. Y., June 2.—Frank A. Pim, of Washington, D. C., told the graduating class of the truck and taxi drivers' course conducted by the safety department of the Buffalo Chamber of Commerce at the dinner given in the chamber dining room that headlights cause more automobile accidents and fatalities than brakes.

The dangers brought on by glaring headlights and by dim ones were shown in statistics quoted by the speaker. In the last year, he said, in New York state there were 474 accidents and thirty-six deaths due to faulty brakes. In the same period in the state there were 587 accidents and forty-two deaths due to headlights. In the United States, in the last year, 14,682 accidents and 8,167 deaths were the result of faulty headlights.

Mr. Pim urged truck drivers to stop the practice of using coal oil lights which give insufficient illumination. He said there was as much danger from dim lights as there is from glaring headlights.

"The law calls for lights that will permit the observance at 200 feet of substantial objects or persons. This law," he said, "was not enacted for commercial interests but to make the highway safe."

More than 100 taxi and truck drivers received diplomas from the Chamber of Commerce. George C. Lehmann, general manager of the chamber, also spoke briefly.

ALBRIGHT RESIGNS FROM SEATTLE GOODRICH CO.

Seattle, June 2.—W. D. Albright, for the past ten years manager of the Northwest branch of the B. F. Goodrich Rubber Company in Seattle, has resigned from his position, and is succeeded by F. D Ranyard, who has been in charge of the mechanical goods department of the Seattle branch for the past fifteen years.

Albright, who has been in the rubber business on the Pacific Coast for the past thirty-two years, has seen twenty-two years of service with the Goodrich people, sixteen years of which were spent in managerial capacities. And now Albright says he is going to take a long vacation. Aside from that his plans are indefinite, he says.

Other changes in the personnel of the local branch include the transfer of Wilson C. Brooks, former operating manager, to a temporary assignment at the Portland branch. F. G. McCammon of the Denver branch succeeds him.

Distributor Doings

CONCERN REORGANIZED

Spokane, Wash., June 2.—A complete reorganization of the local Chrysler distributorship has been effected with Charles C. Fagan, formerly of Portland, as general manager of the new concern, Imperial Motors. The new firm is sufficiently financed and has taken over the business of Logan-Grant Company.

ELCAR COUPE DISPLAYED

Cleveland, June 2.—The new Elcar four-passenger coupe was put on display here Tuesday at the Elcar East 17th Street Sales Company, local Elcar distributor, and by seven Elcar dealers throughout the city. Murray Irwin is manager of Elcar wholesale sales here.

DEALERS ANNOUNCED

San Antonio, Tex., June 2 (U. T. P. S.).—The Crockett Motor Company, Hudson and Essex distributor in southwest Texas, has announced the following new dealers: Ortz & Lenick of Eastrop and the New Braunfels Motor Company of New Braunfels, Tex. Sales of Hudsons and Essex are reported increasing in the southwest Texas territory.

NEW DISTRIBUTOR

Buffalo, N. Y., June 2.—S. A. Stephens, formerly divisional sales manager of Dodge Brothers, has become distributor in Buffalo for the Dodge automobile and Graham trucks. S. A. Stephens, Inc., succeeds J. A. Cramer, Inc., the latter a closed corporation, having been dissolved shortly after the death of Mr. Cramer several weeks ago.

GERMAN ASSEMBLY PLANT

Washington, June 2.—The first assembly plant to be placed in operation by an American automobile company has started work in Germany. This plant is located in the Hamburg Free Harbor and can produce sixty chassis a day.

WASH. STATE PROMISES GOOD AUTOMOTIVE YEAR

Oakland, Cal., June 2.—The entire state of Washington is occupying a dominant position in Pacific Coast business this year, and is one of the brightest spots in the country, according to Ernest S. Jones, sales manager of the Durant Motor Company of California, who has just returned from a trip to Seattle and other Northern cities.

It was Jones's first visit into the northwest territory, which he has covered for many years as a field representative, since he was recently appointed to his present position. Business for Star car dealers is in a healthy condition all over the Pacific Coast, he stated, and spring and summer business throughout the automobile trade has recovered quickly after a slow business period early this year. James Houlihan, Star car advertising counsel, was another recent visitor to the northern territory, and has left for a tour of the southern California territory.

DEALERS MAKE GOOD

Detroit, June 2.—G. A. Richards, president of Richards-Oakland Company, Oakland-Pontiac distributor in this territory, announces the appointment of the Cook-Gross Company, 8323 Van Dyke Ave., as associate dealer. Both M. H. Gross and E. H. Cook are automobile merchandisers with high sales records; Mr. Gross sold 136 new cars in 1925, and Mr. Cook was just one ahead of him with 137; their total sales amounted to more than $200,000.

FREIGHT LINE SOLD

Seattle, June 2.—Operation of the Aberdeen-Moclips motor freight line has gone into the hands of five Hoquiam men, J. B. Putman, Pete Oseng, Tom Svendson, Don Walker and Clyde Martin, who purchased it from the Grays Harbor Railway and Light Company for $12,000. The franchise is the main unit of value, though two trucks and a trailer were included in the deal. Enlarged service is planned.

Specialists Speak At Sales Session

Trenton, June 2.—Automobile salesmen representing every dealership in Trenton and surrounding territory were offered new ideas in salesmanship in talks given by specialists at a dinner-conference held here.

Approximately 200 salesmen heard one problem after another discussed by H. D. Bullock, sales specialist, of Los Angeles, and A. R. Kroh, of the National Automobile Association, of Chicago. Arthur Perkins was the toastmaster. The conference was arranged by the Trenton Automobile Trade Dealers' Association.

Mr. Bullock said that no salesman should be employed who has worked for every dealer in the town or who has "stolen" his former employers' list of prospects, or whose ideas differ radically with those of the dealer. No salesman, he said, is successful on trial, adding that it is necessary that dealers identify and locate prospects before sending representatives out on the road to work out their own problems.

Mr. Kroh said that the used car problem was due to list price cutting, and he denounced the salesman who cuts the list price as being a disgrace to the business. The buyer, he said, should be urged to keep his used car for rough usage instead of having a high priced car do the work.

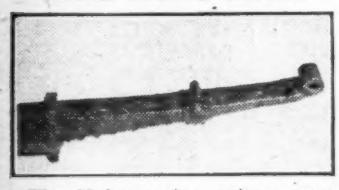
BACK TO DIAMOND T

Chicago, June 2.—B. P. Bates, formerly vice-president of the Chicago Motor Truck Company, has now associated himself with the Diamond T Motor Car Company as nation account representative. Burt Bates is perhaps one of the best known truck men in the industry. His experience carries him far back into the years of high and low profit and loss periods. He has been with the White Company and Pierce-Arrow trucks, he had also been with Diamond T during the year of 1919 and this time says he is back with them for good.

New Automotive Equipment

This department is devoted to the newest developments in automobile accessories, replacement parts and shop equipment. Its columns are open to manufacturers, who are invited to submit descriptions and illustrations of their latest products.

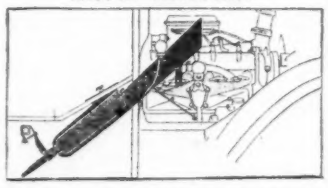
HULSE SPRING GAITER



The Hulse spring gaiters, marketed by the Hulsebus Sales Company, 2033 Harney St., Omaha, Neb., are designed to protect and lubricate the springs of a car at all times. The Hulse gaiters are made of pre-shrunk manufactured leather, which, it is claimed, is grease and waterproof.

Special fittings at the rebound clips, it is claimed, allow inspection at these points as well as reinforcing the covers where the strain is greatest. The Hulse covers are said to be form fitting, neat and waterproof throughout.

ARVIN HEATERS



The Arvin Hot Spot heater has been added to the line of Arvin Special Heaters, being marketed by the Indianapolis Pump and Tube Company, Indianapolis, Ind. The new heater is designed to be used on Ford cars that are equipped with other than the standard Ford carburetors, such as the Holley hot plate vaporizers, the Stromberg hot spot and others. White the other Arvin specials are designed to fit Fords equipped with the standard carburetor, it is claimed that the new model heater will give equally good results on cars equipped with special carburetors.

for Economical Transportation

CHEVROLET

For the dealer who wants to know more about shop practice and administration—for the foreman who wants to be a better shop manager—for the mechanic who is anxious to get ahead Chevrolet maintains 200 conveniently located, permanent Service Schools. Just another of the many advantages enjoyed by Chevrolet dealers!

CHEVROLET MOTOR COMPANY, DETROIT, MICH.
Division of General Motors Corporation

Touring	$510	Coach	$645	½-Ton Truck (Chassis Only)	$395
Roadster	510	Sedan	735	1-Ton Truck (Chassis Only)	550
Coupe	645	Landau	765		

All Prices f. o. b. Flint, Mich.

QUALITY AT LOW COST

GERMANY'S AUTO SHOW TO BE HELD OCT. 29-NOV. 7

Washington, June 2.—The 1926 German automobile show will be held in the exhibition grounds on the Kaiserdam, in Berlin, from October 29 to November 7.

While it was originally intended to have an international show, it has been decided that the show shall remain purely German for the present year.

The reason given is that the International Association, whose headquarters are in Paris, has not yet decided the question of German participation in foreign shows.

DEALER DOINGS

WILLYS-OVERLAND DEALER OPENS USED CAR STORE

Chicago, June 2.—The Anderson-Clauson Motor Car Company has just opened a used car store at 4031 West Madison St. in a new building, under the firm name of A. C. Motor Company. The loft will house 150 cars. E. W. Breen is the used car manager. The company is dealer for Willys-Knight and Overlands.

NEW PAIGE AND JEWETT DEALER IN INDIANAPOLIS

Indianapolis, June 2.—A new dealership for Paige and Jewett cars has just been opened by C. A. Parrish, to be known as the C. A. Parrish Motor Sales Company. Mr. Parrish has been connected with automobile sales in this city for a long period of years.

VOWELS BROTHERS FILE BANKRUPTCY PETITION

Spokane, Wash., June 2.—Vowels Brothers, associate Oldsmobile dealers, have just filed a petition in bankruptcy. They were also engaged in the auto renting business. The business was conducted as a partnership by L. P. and W. F. Vowels. Liabilities were given as $13,940.

NAMED CHEVROLET DEALER IN NORFOLK, VA.

Richmond, Va., June 2 (U. T. P. S.).—Irving B. Kline has just been appointed Norfolk dealer for the Chevrolet, which is to be sold and serviced through a newly formed firm, the Kline Chevrolet Sales Company. The initial showing by the new organization is being held at the American Theater Building until permanent quarters at 731-733 Granby St. are available.

WILSON-CHEVROLET CO. MAKES STAFF CHANGES

Olympia, Wash., June 2.—Reorganization of the staff of the Wilson-Chevrolet Company of Longview has just been announced by G. I. Wilson, proprietor and general manager. W. H. Brunner, formerly of the Wells-Chevrolet Company of Spokane, has been named sales director. His chief assistant is Eddie Simmons, also formerly of the Spokane firm. I. G. Nicholson is manager of the used car department. Earl Bush is in charge of the dealership.

USED CAR FIRM IN CONN. OPENS TWO BRANCHES

Waterbury, Conn., June 2.—Rapid growth of its used car business within recent years has forced Atwood Brothers of 249 North Main St. to open two new branches within the past week. Five years ago H. F. Atwood and his brother, C. I. Atwood, opened their North Main Street quarters. In addition to their city business, they have received many suburban demands, so that they have now opened a branch salesroom in Torrington. Coincident with that, they also opened another local store at 452 Meadow St. Since their opening five years ago they have sold more than 2,000 used cars.

AUTO EXCHANGE OPENS BRANCH IN RICHMOND, VA.

Richmond, Va., June 2 (U. T. P. S.).—A branch of the Richmond Automobile Exchange has just been opened at 1224 Hull St., South Richmond, Manager Justin Warbasse announces. T. R. Eochelberger is in charge of the branch.

The monthly registration figures presented herewith are compiled by R. L. Polk Company, Detroit, Mich.

MARCH, 1926, NEW CAR R

States.	Auburn	Buick	Cadillac	Chandler	Chevrolet	Chrysler	Cleveland	Davis	Diana	Dodge	Elcar	Essex	Flint	Ford	Franklin	Hudson	Hup-mobile	Jewett	Jordan	Lincoln	Loco-mobile	Marmon	States
Alabama		54	8	3	252	31	6			99		40	8	734	1	14	7			3			Alabam
Arizona		42	4		116	29			1	68		33		190		12	6	14	1	1	1	1	Arizona
Arkansas		61	12		336	58	1		2	158		55	4	1375	3	29	11	3	2	5			Arkans
California	82	1968	276	92	2452	868	57		11	2402	12	631	69	5498	52	657	246	261	135	128	53	64	Califor
Colorado		93	2	1	258	52	3			132		66	9	592		26	6	9		4			Colorad
Delaware		62	9		108	20	4		1	37		57	1	285		11	4	3		2		1	Delawa
Florida	33	779	174	15	1181	421	13		17	678	14	321	26	4765	13	362	210	108	78	89	19	30	Florida
Georgia		187	20	3	378	16			1	181		38		346	4	20	14	11	3	7		1	Georgi
Idaho		97	6	1	330	45	3			140		46	3	676	2	29	16	23					Idaho
Illinois	201	1446	181	45	2370	559	80	6	29	1730	40	572	117	5091	33	433	356	125	91	102	31	36	Illinois
Indiana	76	666	51	23	1812	329	26		7	803	21	645	40	5363	7	226	116	80	30	16	9	15	Indiana
Iowa	2	207	14	5	1100	133	5			388		164	17	2836	1	57	30	23	3	3		2	Iowa
Kansas		231	14	3	508	127	8		3	285		171	4	1907		80	34	13		5		1	Kansas
Kentucky	3	154	25	8	666	113	4		3	317		159	7	1793	3	68	31	13	6	3	3	3	Kentue
Maine		36	6	3	35	8	1			29		31		101		13	2		2	2	3	1	Maine
Mass'setts	22	371	47	32	371	293	9		4	380	1	437	12	1901	12	220	44	24	24	9	15	7	Mass'se
Michigan	13	1646	174	22	2272	654	38		9	1315	8	1219	86	6642	8	610	137	69	40	45		13	Michig
Minnesota	10	565	14	7	1466	170	2		1	481	3	412	19	2986	9	109	91	41	16	5	3	1	Minnes
Mississippi	3	99	18	1	411	63	3			137		30	1	1332		19	10	5	1	5			Mississ
Missouri	20	705	70	41	2629	294	75		28	947	1	561	36	8069	10	260	162	108	13	31	3	16	Missou
Montana		93	1	8	194	57	13			96		31	18	305	1	22		15					Montan
Nebraska	2	101	10	2	263	49			2	92	3	39	11	889		16	10	5	2	5		4	Nebras
Nevada		33	3		57	14				32		3		39		1	2	4	5	1		1	Nevada
N. Hampsh.	1	80	4	6	77	20	8			35		53	1	253	1	25	6	3	1				N. Han
‡N. Jersey	35	1072	154	42	1300	581	46	8	23	1042	4	560	44	2000	40	380	162	90	53	23	35	20	New J
N. Mexico		37	1		71	22				49		2	1	250			2		1				N. Mex
*New York	75	2499	482	143	2718	1245	92		38	2082	11	1218	90	5295	86	777	401	173	180	106	47	49	New Y
N. Dakota		158	1	1	591	95	10			149		59	3	1583		24	26	11	1	1			N. Dak
Ohio	49	720	71	58	2020	395	76		19	1016	14	736	85	4760	14	284	131	112	62	13	17	13	Ohio
Oklahoma		357	44	3	825	113	5		3	379		186	12	3420	8	85	96	30	14	9	2	2	Oklaho
Oregon	3	184	22	4	462	109	6		1	239		144	4	1026	15	66	24	29	4	8		1	Oregon
Penn'vania	80	1679	174	92	3015	800	77		24	1686	17	739	90	5526	43	519	239	188	113	39	24	35	Penn'va
Rh. Island	6	154	20	4	123	91	2		7	124	9	57	5	306	2	54	17	13	7	4	2	3	Rh. Is
S. Carolina		69	16	3	337	99	2		1	140		89		1408	3	45	12	15	3	1			S. Caro
So. Dakota		71	1	4	255	45	4			94		53	3	805	1	19	31	16					So. Dak
Texas	15	466	72	7	1319	364	11		4	735		386	10	4375	14	164	75	17	10	12		4	Texas
Utah		99	12	6	168	54			5	123		67	6	375	1	27	16	16	2	1			Utah
Vermont		37	2		34	10	1			24		15	1	110		12							Vermo
Virginia		162	17	5	649	125	16		2	317		74	11	1882	5	49	49	21	4			2	Virgini
Wash'gton	3	369	18	7	809	213	16		2	355		248	13	1452	13	122	52	34		3	3	4	Wash'g
W. Virginia		42	5	3	103	34	1			84		18		317		12	4	8	5			1	W. Vir
Wisconsin	9	437	24	18	1086	129	26		4	425	7	348	26	2746	10	167	47	56	21	4	4	3	Wiscon
Wyoming		51	2	1	170	34	6			82		20	1	200		21	8	7		1			Wyomi
Dis. of Col.		170	16	2	301	49	5		1	160		139	18	552	3	72	40	9	10	17	7	11	Dis. of
Total....	743	18619	2387	724	26188	9030	770	†14	253	20217	156	10972	912	91666	418	6218	2982	1805	664	708	282	345	Tota

*New York state, except the metropolitan district. †Complete returns not in. ‡These

The monthly registration figures presented herewith are compiled by R. L. Polk Company, Detroit, Mich.

APRIL, 1926, NEW CAR RE

State	Auburn	Buick	Cadillac	Chandler	Chevrolet	Chrysler	Cleveland	Davis	Diana	Dodge	Elcar	Essex	Flint	Ford	Franklin	Gardner	Gray	Hudson	Hup-mobile	Jewett	Jordan	Kissell	Lincoln	Loco-mobile	Stat
Alabama		203	44	5	804	128	18			323		145	17	2444	3			86	17	9			7		Alabam
Arizona		31	2	2	141	37	4			78		22		207				11	4	6			2	2	Arizona
Arkansas		62	7		436	58	2		3	174		62	5	1264	5			21	12	5	4		1	4	Arkans
California	76	1593	222	64	2059	872	47		23	2219	7	538	91	4766	42			547	223	166	91		102	32	Califor
Delaware		51	6	2	98	35	3		2	40		70	4	350	3			21	8	9	1		2		Delawa
Idaho		115	4	3	357	61	5			169		77	3	743	1			34	13	16					Idaho
Illinois	132	1896	209	51	2975	710	77	2	19	1982	55	876	60	6224	28	43		441	364	112	100	30	121	24	Illinois
Iowa	5	795	41	9	2621	340	23		3	913		525	15	5932	7			188	115	82	9		12	2	Iowa
Kansas		261	13	1	771	188	4		1	451		252	7	2357	4			115	42	11			7		Kansas
Maine	1	415	58	25	314	135	13			243		369	1	1001	14			113	35	25			3	4	Maine
Maryland	2	361	31	22	891	133	15		2	326	3	179	32	1794	6			115	58	17	29		10		Maryla
Missouri	24	660	54	17	2076	237	46		12	757		378	27	5323	18			191	109	70	8		20	4	Missour
Montana	1	230	11	10	584	125	28			216		83	31	878	6			59	15	19	2				Montan
N. Hamp.	3	231	15	9	235	78	14		1	94	1	132	6	663	14			61	11	14	3		6	3	N. Han
N. Mexico		36	5		90	26				65		4	2	239				5	3	2					N. Mex
N. Dakota	2	281	7		772	150	11		2	220		132	2	2301				38	40	27	3		2		N. Dak
Oklahoma		558	55	1	1494	177	7		1	682		285	11	4986	4			152	95	43	12		22		Oklaho
Oregon	4	196	17	1	509	111	5		3	263		147	8	1173	11			71	34	32	6		5	2	Oregon
Penn'vania	95	2703	270	170	4698	1376	123		43	2605	14	1277	157	8720	83			858	370	287	131		60	26	Penn'va
Rh. Island	10	259	40	18	209	152	6		8	185	5	127	5	506	6			81	40	21	8		8	6	Rh. Isl
S. Carolina		131	15	4	363	65	2			164		89		1308	2			70	8	13	2		3		S. Caro
Utah		90	10	5	178	65	1		6	185		69	2	462	2			20	12	15	1		2		Utah
Vermont		161	11	6	116	97	3			87		78	1	374	1			61	11	11					Vermon
Virginia		195	14	4	824	111	12		1	353		134	11	2227	1			82	50	18	2		5		Virginia
Wash'gton	2	317	19	14	848	234	13		1	416		319	12	1391	15			116	52	47	4		8	3	Wash'gt
Wisconsin	12	654	33	16	1871	208	46		4	567	5	610	30	4824	7			217	50	59	28		9	10	Wiscons
Wyoming		64	4	1	210	43	4			104		25		229				12	7	1			1		Wyomi
Dis. of Col.		167	30	1	320	57	2		2	155		147	8	576	2			63	50	21	7		10	3	Dis. of
Total....	369	12716	1247	461	26864	6009	534	†2	137	14036	90	7151	548	63262	285	†43	†	3849	1848	1147	451	†30	429	130	Tota

†Complete returns not in.

TOTALS FOR JANUARY, I

	Auburn	Buick	Cadillac	Chandler	Chevrolet	Chrysler	Cleveland	Davis	Diana	Dodge	Elcar	Essex	Flint	Ford	Franklin	Gardner	Gray	Hudson	Hup-mobile	Jewett	Jordan	Kissel	Lincoln	Locomobile	
January	380	12636	1466	839	22036	6379	759	*11	153	10301	94	6457	756	87155	352	*21	*7	4243	2534	1604	667	*45	494	182	January
February	404	10054	1229	388	21024	5172	511	*12	124	11346	76	5796	654	64647	245			3458	1828	1189	546	*24	406	133	Februar
†March	[illegible]	18619	2387	724	26188	9030	770	*14	253	20217	156	10972	912	91666	418	*20	*2	6218	2982	1805	664	5	708	282	March
Total....	1527	41309	5082	2051	69248	20581	2040	*37	530	41864	326	23315	2322	243,468	1015	*41	*9	13919	7344	4598	1877	*74	1608	597	Tota

The Connecticut and New Jersey figures for January are not available. Connecticut and New Jersey fig

R REGISTRATION STATISTICS

Figures from several states are not available at this time. For Ajax figures see Nash Light Six.

States.	Moon	Nash	Nash Light Six	Oakland	Olds-mobile	Overland	Packard	Paige	Peerless	Pierce-Arrow	Pontiac	Reo	Ricken-backer	Star	Stude-baker	Stutz)	Velie	Wills St. Claire	Willys-Knight	Miscel-laneous	Totals	States.
Alabama		9	7	1	10	22	7	1			1	1		9	16				3	2	1349	Alabama
Arizona	5	15	3	9	22	11	3	4						59	42				2	2	705	Arizona
Arkansas	1	33	9	16	31	59	4	2	1	1	7	1		59	47				17	2	2465	Arkansas
California	38	831	264	441	286	382	276	168	86	46	253	82	48	935	1130	24	19	13	305	156	21797	California
Colorado	2	28	11	17	25	39	5	8	4		8	3	7	131	41		6		14	3	1605	Colorado
Delaware		26	4	12	1	38	11			1	17	1		8	29			1	13	2	769	Delaware
Florida	13	375	61	203	133	259	108	23	45	20	14	25	14	144	317		7	12	108	17	11244	Florida
Georgia	5	27	6	9	11	9	11			2	5		1	16	17				1	2	1352	Georgia
Idaho		48	10	31	64	99		10			24		2	146	45	1	2		15	10	1924	Idaho
Illinois	65	777	161	374	255	603	223	142	64	30	176	147	50	380	633	31	53	17	227	84	18214	Illinois
Indiana	20	250	70	204	275	663	36	28	12	1	100	25	24	226	324	21	10		90	87	12827	Indiana
Iowa	2	74	29	31	44	183	19	11	3		41	15	8	201	62	1	13	1	38	7	5773	Iowa
Kansas	2	62	22	68	36	122	11	7	5	1	33	8	1	156	69		1		19	3	4020	Kansas
Kentucky	2	83	8	28	45	114	22	7		3	18	16	1	66	110	4		3	28	14	3954	Kentucky
Maine		7	3	5	4	9	3	1	1		2	1		1	10		1		5		326	Maine
Mass'setts	3	170	38	42	54	87	67	19	29	14	34	62	11	34	128	5	15	7	31	24	5109	Mass'setts
Michigan	8	455	86	433	339	403	122	108	40	5	346	97	33	366	362	13		11	84	24	18255	Michigan
Minnesota	12	173	50	140	183	372	26	20	3	4	89	16	5	138	197	4	15	4	49	18	7929	Minnesota
Mississippi	1	79	10	9	14	32	4				1	1		37	40	2			5	4	2385	Mississippi
Missouri	92	312	47	205	199	512	54	20	39	9	60	37	29	403	300	6	25	4	121	104	16657	Missouri
Montana		44	16	16	43	43	2	3			6		2	60	41				7	1	1141	Montana
Nebraska	3	38	14	20	27	47	13	9			12	4		39	23		2	1	21	8	1786	Nebraska
Nevada		4	1	2	5	3	3	1		1	2	1	1	19	5		1		3	2	249	Nevada
N. Hampsh.		25	2	16	5	20	6	4	2	1	4	5		1	25	1			2	2	995	N. Hampsh.
New Jersey	16	530	105	218	106	320	210	118	106	30	105	40	2	135	433	21	12	4	170	38	10433	New Jersey
N. Mexico		1		1	1	12	3	1				1		34	12						501	N. Mexico
New York	28	1348	235	404	289	843	468	230	151	111	216	153	32	284	1257	17	30	22	388	85	24398	New York
N. Dakota		41	26	26	84	156	2	6			25			124	43				11	6	3263	N. Dakota
Ohio	29	381	85	253	284	620	77	74	92	14	160	34	15	199	365	14	17	6	139	79	13602	Ohio
Oklahoma	4	104	24	85	44	158	23	9	7	10	5	14	4	185	88		1		24	21	6401	Oklahoma
Oregon	8	57	25	78	83	116	18	17	1		48	1	7	200	108	1			38	16	3173	Oregon
Penn'vania	26	842	142	531	290	728	240	127	98	51	178	51	35	467	659	17	14	17	260	74	19996	Penn'vania
Rh. Island	14	45	9	31	18	24	25	12	8	3	16	12	1	33	67		9		9	17	1363	Rh. Island
S. Carolina		31	4	8	20	33	6				7	4		39	38				3		2436	S. Carolina
So. Dakota		34	14	13	44	114	2				4	3		38	20	1			2	3	1694	So. Dakota
Texas	7	143	50	61	76	166	41	7	11	10	67	22	6	225	236	3	2		48	11	9252	Texas
Utah	6	45	10	15	77	82	13	4		2	5	1	5	60	40	1			15	1	1360	Utah
Vermont		11	1	5	2	11	5			2	3			5	4						295	Vermont
Virginia	2	50	17	23	42	91	13	6	3		9	11	2	71	76	3	1	26		13	3849	Virginia
Wash'gton	3	175	50	74	137	164	45	13	3	3	39	6	7	211	179	4	8		45	15	4917	Wash'gton
W. Virginia		21	4	14	9	22	2	6	3	2	5	2	2	33	25	2		1	9	7	806	W. Virginia
Wisconsin	11	300	63	108	164	341	20	31	13	4	51	14	4	131	144	6	4	6	83	54	7149	Wisconsin
Wyoming		33	4	8	22	23	3	1			8		1	34	16				5	1	763	Wyoming
Dis. of Col.	4	104	9	54	23	22	32	7	23	1	40	16	1	8	48	4	3		25	7	2013	Dis. of Col.
Total	432	8241	1745	4341	3993	8168	2277	1164	853	382	2257	935	363	6206	7871	183	271	155	2482	1026	260,286	Total

ese figures are compiled from sales reports and differ slightly from registration figures.

REGISTRATION STATISTICS

Figures from several states are not available at this time. For Ajax figures see Nash Light Six.

State	Marmon	Moon	Nash	Nash Light Six	Oakland	Olds-mobile	Overland	Packard	Paige	Peerless	Pierce-Arrow	Pontiac	Reo	Ricken-backer	Star	Stude-baker	Stutz	Velie	Wills St. Claire	Willys-Knight	Miscella-neous	Total	State
ama	2		81	12	6	20	56	21	7		1	5	6		22	75				14	4	4585	Alabama
ona	1	1	27	12	10	21	20	6	5			11	1		59	36				13	4	776	Arizona
nsas	1	3	39	9	15	27	57	6	3	1		19	1	2	111	44	1			10	1	2475	Arkansas
ornia	49	46	657	183	399	290	274	187	171	72	66	233	55	58	800	952	36	27	10	432	264	19041	California
vare	2	2	22	4	19	9	53	15		1	5	19	5		18	30			1	13	1	928	Delaware
			46	23	39	97	72	4	14			39	2	2	210	58				35	8	2250	Idaho
is	35	30	779	155	451	249	552	247	141	65	42	233	109	41	387	596	32	52	30	418	100	21,176	Illinois
	4	6	203	100	95	135	457	37	47	10	3	95	35	8	524	199	2	46		114	28	13785	Iowa
s		2	73	17	99	35	94	9	10	6	1	47	10		155	74	2	5		36	4	5164	Kansas
	5		120	25	18	27	110	37	26	13	7	23	10	8	20	140	1	10		34	3	3406	Maine
and	15	3	153	26	50	59	131	32	20	36	10	34	9	5	154	118	8	4	3	67	30	4998	Maryland
iri	19	54	282	58	123	176	270	69	33	23	18	102	21	21	271	229	11	6	6	123	69	12015	Missouri
na			114	22	51	106	119	6	9	1	3	20	7	10	166	69		3		23	6	3032	Montana
mp	7	2	61	25	27	25	79	22	13	11	4	24	21	2	42	107	2	1	2	25	5	2101	N. Hamp.
xico	1	1	4	3	4	13	9	12	6			8			36	22						596	N. Mexico
ota			65	29	50	198	224	4	20			58	3	1	164	105	6	3		37	2	4959	N. Dakota
ma	5	1	167	27	129	99	207	24	15	2	6	40	17	1	267	187	4	1		53	33	9870	Oklahoma
	1	11	57	28	71	101	102	14	11			83	7	9	261	119		4	1	56	23	3557	Oregon
nia	44	37	1312	222	796	512	1072	400	269	144	81	372	116	60	845	1105	42	19	25	554	138	32231	Penn'vania
and	1	20	77	17	48	35	59	37	17	17	12	19	31	5	35	112	3	9	3	46	18	2321	Rh. Island
ina		1	44	3	18	28	29	13	1	1		19	3		34	44	1			9		2487	S. Carolina
		7	47	9	5	79	43	17	11	2	5	7	2	3	67	52	2			17	5	1505	Utah
	2		35	7	30	4	51	15	5		2	5	11	1	18	42		1		18	1	1266	Vermont
	3	8	89	11	21	35	117	27	5	7	2	17	8	1	117	117	2	3	1	50	17	4702	Virginia
n	5	1	151	58	82	161	162	33	18	5	1	55	16	7	338	233	6	6	1	79	26	5275	Wash'gton
a		16	354	91	109	237	523	29	23	10	2	111	22	7	238	232	6	7	7	100	67	11451	Wisconsin
			38	5	15	20	22	4	3	1		11			57	35	3			12		931	Wyoming
ol.	6	4	117	23	32	23	29	38	15	31	6	72	16	3	11	57	1	7	4	31	3	2150	Dis. of Col.
	208	256	5214	1203	2812	2822	4993	1365	918	458	279	1781	544	255	5427	5189	171	214	94	2419	857	179,033	Total

EBRUARY AND MARCH

	Marmon	Moon	Nash	Nash Light Six	Oakland	Olds-mobile	Overland	Packard	Paige	Peerless	Pierce-Arrow	Pontiac	Reo	Ricken-becker	Star	Stude-baker	Stutz	Velie	Wills Ste Claire	Willys-Knight	Miscella-neous	Totals	
	253	315	4935	881	2883	2436	6384	1388	139	473	265	39	624	363	4330	4962	46	203	105	1821	1213	193,666	January
	195	292	4380	929	2453	2214	4808	1010	419	419	202	632	509	293	3750	4101	45	199	101	1452	890	158,840	February
	345	432	8241	1745	4341	3993	8168	2277	1164	853	382	2257	935	363	6206	7871	183	271	155	2482	999	260,286	March
	793	1039	17556	3555	9677	8643	19360	4675	1712	1745	849	2928	2068	1019	14286	16934	274	673	361	5755	3129	612,792	Total

for February not available at this time. *Complete returns not in. †March returns incomplete.

BIG JUMP REPORTED IN MASS. REGISTRATIONS

Boston, June 2.—There are more than 20,000 new operators of automobiles in the state of Massachusetts this year, according to license figures just issued by the office of Frank A. Goodwin, registrar of motor vehicles. The exact number is 20,899.

Up to May 1 there was a total registration of 500,877 passenger cars, 86,565 commercial cars and 4,919 motor cycles, bringing the total registration up to 592,361.

The total registration for 1925 was slightly above the 700,000 mark for the entire year.

Personal Items

DENMAN GAMBILL TO WED

Chicago, June 2.—A wedding of interest to the automobile trade will be celebrated in Oak Park tomorrow, when Denman Gambill, vice-president of the Gambill Motor Company, Hupmobile distributor, marries Miss Helen Glithero. Mr. Gambill is a brother of Charles E. Gambill, president of the Chicago Automobile Trade Association and the Gambill Company, who will act as best man. Among the ushers will be Samuel T. Davis, general sales manager of the Gambill Company, and Allen Robertson, retail sales manager.

WINTER IN SAN ANTONIO

San Antonio, Tex., June 2.—H. L. Winter, district representative of the Rickenbacker Motor Company, has just established headquarters in this city. He has been active among local dealers since his arrival and expects to announce a local dealership for his car in a short time.

CLAPP IN NEW POST

Memphis, Tenn., June 2.—Aubrey B. Clapp, formerly factory representative of the Moon Motor Car Company, has just become retail sales manager with the Thomas H. Smart Motor Company, distributor for Hupomobile.

SHATTUCKS ON MOTOR TOUR

Olympia, Wash., June 2.—Mr. and Mrs. Lewis Shattuck have left Vancouver, Wash., where Mr. Shattuck is president of the Shattuck & Dickson Motor Co., Ford distributor, on a two months' tour of Eastern and Canadian cities. After a visit to the Ford plant at Detroit they will continue to Montreal, where Mr. Shattuck will represent the Vancouver club at the International Kiwanis convention. They also will visit New York, Washington and Boston.

TIERNAN "AD" MANAGER

Indianapolis, June 2.—Arthur Tiernan of this city has just been appointed advertising manager of C. H. Wallerich, Inc., local Chrysler distributor. Mr. Tiernan has been connected with the Indianapolis Star for five years.

WALTON ON HOLIDAY TRIP

Evansville, Ind., June 2.—John W. Walton, president of the Lincoln Motor Company, Buick dealer, and his three children spent the holiday week-end on a motor trip to French Lick and Louisville.

MANNING HEADS NEW CLUB

Chicago, June 2.—Chester J. Manning, president of the Economy Motors, Inc., Chevrolet dealer at 1438 North Clark St., has just been elected president of the Frontenac Athletic Club, a new organization which has drawn plans for a $5,000,000 clubhouse in the Loop.

WISE
ACORN NUTS
BETTER—
—COST LESS.
WRITE FOR SAMPLES
WISE INDUSTRIES
1033-43 Mt. Elliott
DETROIT, MICH.

1926

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

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The Guinea Pigs Perform

RALPH DE PALMA, the veteran race driver, once likened himself and his fellow speed merchants on track and road to the guinea pigs of science. The simile is apt, for the racing driver burning up his car in the heat of conflict does enable the automotive engineer to study the effect of intense operation on materials and design. From the race track have come many developments in design and in materials that have later been translated into terms of practical value to owners of passenger and commercial motor vehicles all over the world.

At Indianapolis on Memorial Day the guinea pigs of automotive science again "did their stuff," and let us record with pleasure that none of these willing martyrs to science lost his life, in spite of lowering skies and a damp track. Probably the guinea pigs never ran to better effect than they did last Monday. The cars which they drove embodied engines with a total cylinder capacity of ninety-one inches, about half the capacity of the engine that drives the ordinary Ford car.

In spite of the diminutive size of the engines of these newest creations of the race track engineers, Lockhart, who won the race, averaged 94.63 miles an hour for 400 miles. At times Lockhart, who is a novice in the big-time racing game, pushed his little mount up to 130 miles an hour on the straightaways. All observers agree that this youngster, driving his first big race, gave a magnificent exhibition of skill and daring.

It had been expected that higher speeds might be made with these new cars, and further development will unquestionably bring greater speed. But the really significant feature of the whole show, from the point of view of the average automobile buyer and of the dealer, is that such an average as 94.63 miles an hour can be maintained with an engine much less than half the capacity of those commonly used in passenger cars, which never should be allowed to maintain such a rate of speed on the road, even for brief bursts.

As a direct result of the Indianapolis and other race track lessons learned during the current season, it would be no surprise to see a general tendency to cut down the cylinder capacity and consequent fuel consumption of engines for passenger car and commercial vehicle use. Europe has done this already in order to secure lower taxation and better fuel mileage, but foreign designers have sacrificed performance to economy. American car owners would not be willing to give up performance that they have been taught to expect with the sole object of getting economy. But these little fellows at Indianapolis prove that small cylinder capacity need not cut down speed and other qualities that the American buying public expects. The student of automotive development will find great interest in watching the engineers translate the lessons learned at Indianapolis into practical improvements for the benefit of the American motoring public.

A comprehensive investigation is to be instituted by the Interstate Commerce Commission into the competition that is developing between the motor bus and the railway. In some cases this august body will find that there is less competition than a clean knockout with Kid Bus in the winning corner.

Certain sternly practical individuals want to abolish the names of highways, such as Lincoln, Old Trails, etc., in favor of numbers. If these birds read Caesar in their day, would it take any of the romance out of that nightmare of childhood to remember that Caesar proceeded by forced marches over route No. 1, instead of by the Via Britannica or the Appian Way?

DETROIT HAS NEW TRAFFIC JUDGE

Bartlett, Taking Office, Outlines Policy of Stern Justice

DETROIT, June 2.—Judge Charles L. Bartlett, newly appointed by the Recorder's court bench committee to sit as a traffic judge for six months, has issued an appeal to citizens to aid his court in its work. He reiterates his policy of severe sentences for willful violators of the law and pledges justice to everybody brought before him.

"Rich and poor," says Judge Bartlett's formal statement, "may expect the same treatment. No guilty man that is brought before my court can expect leniency simply because he may have influential friends.

"Children, and old people especially, should be protected from speed demons and careless drivers, as they are helpless and unable to protect themselves in many instances. The hospitals are now filled with maimed children, who have been the unfortunate victims of the reckless driver.

"In dealing with ordinance violators brought into court by the police, I shall endeavor to be fair in every case. I shall give them the benefit of every doubt; but one who willfully drives at high rates of speed through the streets at busy hours is going to jail."

On the future of the Traffic Court, Judge Bartlett says:—

"The permanent Traffic Court, with at least three judges sitting day and night, is the solution of the problem. If motorists in Detroit can be educated to know that they are going to jail, and going there quickly if they violate laws, there will be an amazingly good crop of careful drivers spring up."

While the newly constituted Traffic Court is operating, Judge Bartlett will ask the mayor's traffic committee and the safety committee of the Detroit Automobile Club to co-operate with him in urging the proper legislative authorities to pass a bill which will create a permanent Traffic Court in Detroit. He believes that by the first part of 1927 it will be possible to have such a court functioning.

California Gas Tax Totals $36,000,000

Sacramento, June 2 (U. T. P. S.).—Collections from the state two-cent per gallon tax on gasoline have totaled more than $36,000,000 since the measure became effective in July, 1923, an average of approximately $1,150,000 monthly revenue derived, a report made public here this week by State Controller Ray L. Riley disclosed.

A delinquency of $1,335,000 represented by contract clauses in the 1923 act, the validity of which will be determined by suits now pending in the United States Supreme Court on appeal.

Refunds to ranchers and others where the fuel is used for purposes other than upon public roads, totaled $2,709,870, representing 110,000 separate claims.

A movement to raise the tax to 3 cents per gallon is now being made and it is expected that petitions to place the measure on the ballot at the general election in November will be in circulation soon. The increase was approved by both houses of the Legislature in 1925, but died for lack of executive approval by Gov. F. W. Richardson.

The total amount of the revenue apportioned between the state and the counties is $33,412,314, one-half of which has been allotted to the State Highway Commission for financing maintenance, widening and reconstruction and grading of public highways, while the remaining half has been allotted to the counties for similar work on roads in their respective districts not under state jurisdiction.

MIRRORS OF MOTORDOM

J. WALTER DRAKE, chairman of the board of the Hupp Motor Car Corporation, started to practice law in Chicago with Edwin Denby back in the Eighties. But clients weren't any too plentiful and the two young men took down their shingle and entered the business world, where both have attained unusual success. Mr. Drake was only 23 years old when he joined the Hupp Corporation and his rise was steady. He resigned as president several years ago to become chairman of the board and assistant secretary of commerce under Herbert Hoover.

TWO young men had their heels on their desks in a law office in Detroit in the year 1898. The walls were lined with neatly bound copies of books necessary even to indigent law students. Every time there was a knock on the door there sprang in each

J. WALTER DRAKE

bosom the hope that there might be a client in the offing. It was not a client.

The young men had brains, they had education. They were willing to work. The heels didn't care about a desk for a resting place; much better to be stepping around a courtroom. But in those days every man with education entered the ministry, medicine, or the law, and it wasn't ethical for a lawyer to go out and sell his services. Wait until the client comes, was, and is, the rule.

In 1898 the heels came down in disgust, with the result that Edwin Denby made a success in business, eventually becoming secretary of the navy; and J. Walter Drake enlisted on the good ship Hupmobile which at that time was a leaky and dubious boat.

With the coming of Commander Drake the Hupp was immediately refitted and became very shortly one of the leading craft of the automobile fleet. This analogy is pertinent in many ways. The youthful leader was only 23 when he came into this motor business, just as the early American sea captains were many times boys hardly out of their teens. Similarly the good ship Hupp was sailing the seven seas when many automobile companies were confining their attentions to domestic markets only. Hupp has continued with its export appeal, and maintains its position as one of the leaders in world trade.

The automobile business was not permitted to retain the services of Mr. Drake indefinitely. His work with Hupp, with the National Automobile Chamber of Commerce as one of its directors, and first chairman of its foreign trade committee, came to the attention of Herbert Hoover, who called Mr. Drake to be assistant secretary of commerce.

Mr. Drake, accordingly, resigned his positions in the industry, withdrew from the [illegible] of Hupp, became chairman of the board and has given several [illegible] to the service of his country.

LARGE ATTENDANCES AT A. E. A. MEETINGS

Chicago, June 2.—Commissioner William M. Webster of the Automotive Equipment Association reports an active attendance at the merchandising meetings sponsored by the organization and held in various cities during the last few months. The gatherings include manufacturers and jobbers and are conducted by experts affiliated with the trade.

FT. LAUDERDALE DEALERS HOLD ANNUAL BANQUET

Fort Lauderdale, Fla., June 2.—The first annual banquet of the Fort Lauderdale Automotive Trade Association, was held here Tuesday.

Organization of the body was made several months ago through the efforts of Thomas C. Kaut of the Osceola Motors, Inc., who is now president. M. D. Hardy is vice-president and S. V. Bus, treasurer. More than 50 automobile dealers and salesmen attended the banquet.

ANNOUNCING

The Burroughs Portable

Adding Machine

for Automotive Dealers

$100

Delivered in U.S.A.
Easy terms if desired

Adds to $1,000,000.00.

Standard visible keyboard.

Right hand control.

Slightly larger than a letterhead.

Easily carried from counter to office, desk to desk, or business to home.

Backed by Burroughs nation-wide service.

In eight months, 22,326 Burroughs Portables have been sold. The 20,209 already delivered are giving such satisfaction that re-orders are coming in daily. For demonstration of this machine call or write—

BURROUGHS ADDING MACHINE COMPANY
DETROIT, MICHIGAN

22,326 BURROUGHS PORTABLE ADDING MACHINES ALREADY SOLD

Financial News of the Automotive Industry

GAS OUTPUT IS BREAKING RECORDS

Government Announces Production Figures For April

Special from A. D. N. Washington Bureau

Washington, D. C., June 2.—Coincident with a renewed attack by Senator Park Trammel of Florida upon the Senate for its refusal to pass his resolution providing for an investigation of the petroleum industry, the United States Bureau of Mines today announced that gasoline production in this country broke all records in April, and that May and June are expected to exceed the output for the same months of last year.

According to figures made public by G. R. Hopkins, government petroleum economist, gasoline production in April aggregated 987,633,000 gallons, or 23,515,000 barrels.

This represents a daily average production of 32,921,000 gallons, or 784,000 barrels, which, compared to the preceding month, is a gain of 5 per cent., and to April, 1925, a gain of 13 per cent. Exports also set a record figure the total for the month, 185,000,000 gallons (4,400,000 barrels), exceeding by far the previous high figure—that for January, 1926, when 144,000,000 gallons were shipped out. Domestic demand for the month amounted to 831,410,000 gallons, or 19,795,000 barrels, a gain in daily average over March, 1926, of 10 per cent.

Charging that some senators are afraid to vote an investigation of the industry, Senator Trammel served notice on the Senate that he will continue to press for action on his resolution. Trammel said, "Senators have suddenly become very zealous for the interests of the farmers and insist they can't give two or three hours to consider an investigation of gasoline prices."

Senator Reed of Missouri joined Trammel in urging passage of the resolution.

EMERSON BRANT CO. PLAN READJUSTMENT

Chicago, June 2.—Reorganization committee of Emerson Brantingham Company announced that holders of between 75 per cent. and 80 per cent. of both preferred and common stock have assented to plan of readjustment calling for issuance of $5,000,000 five-year 5 per cent. debentures to fund bank debts and obligations of larger creditors, exchange of non-cumulative, participating Class A stock for preferred stock, share for share, and exchange of one new Class B stock for each five shares of present common. This virtually assures adoption of plan. Deposits of stock are requested by committee before July 15.

GARDNER GOVERNOR HAS BIG CASH DIVIDEND

Quincy, Ill., June 2.—The Gardner Governor Company, manufacturers of pumps and air compressors, has declared a cash dividend of 100 per cent. on its $2,000,000 capital and 150 employees, who have enrolled as stock holders since the profit-sharing plan was instituted four years ago shared in the melon. Stock has been increased to $4,000,000 but none will be offered for public subscription. All stock is held by employees and active managers of the business.

TO MANUFACTURE AUTOS

Brunn, Czechoslovakia, Jnue 2.—The Brunn Small Arms Factory, has started production of automobiles. The new car has a 104-inch wheel base. The prices range from $1,050, to $1,200.

Mack Trucks, Inc., Declares Dividends

New York, June 2.—Directors of the Mack Trucks, Inc., declared the regular quarterly dividend of $1.50 a share on the common stock yesterday, together with the usual quarterly disbursements on the preferred issues.

The stock, which had advanced to 114 before the meeting, sold off to 110, and then rallied slightly.

VAUXHALL MOTORS REPORTS EARNINGS

London, June 2.—Profit of Vauxhall Motors, Ltd., subsidiary of General Motors Corporation, for year ended December 31, 1925, was £36,083, after expenses and debenture interest, comparing with £50,067 in 1924.

There was appropriated £4,500 for preference dividend and £23,018 for additional expenses, leaving balance of £8,570, which, with £25,941 brought in, made total of £34,511 carried forward.

GLIDDEN COMPANY EARNS 89C. A SHARE

New York, June 2.—Report of the Glidden Company and subsidiaries for six months ended April 30, 1926, shows net profit of $608,905 after interest, Federal taxes and reserve for depreciation and contingencies, equivalent after allowing for 7 per cent. dividend requirements on prior preference stock to 89 cents a share earned on 400,000 outstanding shares of no par common stock.

This compares with $873,337 or $1.92 a share on 322,955 common shares outstanding in same period of previous year.

Rubber Exchange Continues Quiet

New York, June 2.—The rubber market continued along rather dull and uninteresting lines yesterday. The increase in London stocks made for dullness there, although prices were generally unchanged. New York was also dull.

Nearby rubber, especially spot and June, was under light request during the early part of the day and some sales went through. Forward positions were not wanted to any extent. Prices in the outside market sagged off again without much pressure being brought to bear. A slow decline is anticipated unless factories start to buy, which at the moment seems a more or less remote possiblity.

On the Rubber Exchange business was slow until the closing hour, when selling was resorted to and some fair business was done. Prices declined quite sharply on all positions. Sales amounted to 517 lots, of which 177 were done during the last hour.

RUBBER EXCHANGE OF NEW YORK

	Opening. Bid.	High.	Low.	Closing. Bid.	Ask.
June	42.50	42.80	42.20	42.20	42.20
July	40.10	40.10	39.80	39.80	39.80
August	39.00	39.30	39.30	39.20	..
September	39.00	39.30	39.20	..	*39.20
October	39.80	39.80	39.20	39.30	39.30
November	39.00	..	..	..	*39.70
December	40.00	40.00	39.40	39.50	39.50
1927—					
January	..	..	..	39.50	..
February	..	..	..	39.50	..
March	39.50	40.00	40.00	39.50	..
April	39.50	..	..	39.50	..

*Nominal.

OUTSIDE CLOSING PRICES

Plantations.	Bid.	Asked.
First latex crepe, spot	43	44
June	43	43½
July-September	..	40½
October-December	..	40
Ribbed smoked sheets, spot	42½	43
June	42¼	42¾
July-September	38½	39½
October-December	38½	39½
Brown crepe, thin, clean	..	36
Specky	..	32
No. 1 rolled	..	34

RULING ON HUDSON

New York, June 2.—The Committee on Securities of the New York Stock Exchange ruled yesterday that the capital stock of the Hudson Motor Car Company be not quoted ex. the 20 per cent. stock dividend on June 10, 1926, and not until Thursday, June 17, 1926.

Amber—No. 2	..	37
No. 3	..	36
No. 4	..	35
Caucho Ball—Upper	..	28
Lower	..	22
Cameta	..	26
Para—Up-river, fine, spot	..	40
do coarse	..	30
Island, fine	..	38
Centrals—Corinto scrap	..	28
Esmeraldas	..	28
Mexican scrap	..	27
*Guayule, washed and dried	34	36
Balata—Block, Ciudad	..	63
Block, Colombia	..	65
Panama	..	48
Sheet	..	72

*Two slightly different grades of this product are offered as the output of separate factories. The range in prices covers quotations on both brands.

SCRAP RUBBER

Boots and shoes	1½a 2
Arctics, trimmed	1¼a 1½
Arctics, untrimmed	1 a 1¼
Inner tubes, No. 1	8 a 10
Inner tubes, No. 2	6½a 7½
Inner tubes, No. 2 red	5½a 6½
Hose, steam and garden, ton delivered	15.00a17.00
Hose, air brake, ton	23.00a25.00
Tire, automobile, white, ton	40.00a55.00
Mixed auto tires	22.50a25.00

PAIGE-DETROIT HAS EARNINGS OF $584,369

New York, June 2.—The Paige-Detroit Motor Corporation reports for the quarter ended March 31 net earnings of $584,369 after charges but before Federal taxes, against $800,282 in the first quarter of 1925. Regular quarterly dividends of 45 cents on common and 1¾ per cent. on preferred were declared.

Classified Advertising

CLASSIFIED RATES
5c word (per daily insertion)

FOR SALE

A GOING concern operating three sales and service stations of a well-known make of automobile desires to dispose of two of its branches in two of the largest towns in North Carolina, in order to concentrate at home office. Come to the Sunny South and improve your health and finances. Box 67, Automotive Daily News.

RANGE OF AUTOMOTIVE STOCKS

NEW YORK STOCK EXCHANGE

Previous, 1926 High	Low	Div.		Sales	High	Low	Close	Net Change
18¾	10	....	Advance Rumely	200	11	11	11	— ½
16	7½	....	Ajax Rubber	200	8¾	8¾	8¾	....
94½	78¼	6	Allis-Chalmers	100	82	82	82	....
110½	105	7	do pf	200	109	109	109	— 1
34⅝	16	....	Am. Bosch Magneto	600	20⅝	20	20	....
25	23¼	2	Am. Chain, A	200	24¾	24¾	24¾	....
15⅞	12½	1	Am.-La France	300	12⅝	12½	12⅝	....
37½	25	3	Briggs Mfg. Co	100	26	26	26	....
54⅞	28½	3	Chrysler Corp.	8,500	31¼	30⅝	30⅝	— ⅜
108	93	8	do pf	200	99	99	99	— ¼
13	9⅞	.80	Continental Motors	4,400	10⅝	10⅛	10⅝	+ ⅛
47¼	21¼	....	Dodge Bros. A	7,600	24⅞	24¼	24½	— ¾
88⅛	79½	7	do pf	1,400	83½	82¾	83⅜	+ ½
32¾	23⅞	2	Eaton Axle & Spring	6,500	27⅞	25¾	27½	+ 1½
79⅝	71⅛	6	Electric Stor. Battery	200	77½	77⅛	77½	+ ½
24¾	5	....	Emerson-Brant	100	7	7	7	....
105¾	78¼	5	Fisher Body	1,700	82¾	81½	82½	+ ½
26¼	14¼	....	Fisk Rubber	900	15⅝	15¼	15½	+ ½
135¼	113¼	16	General Motors	31,000	125⅛	123⅛	124¼	+ ⅞
120	113½	7	do pf	600	119½	118½	119½	....
25¾	18	2	Glidden Co.	2,200	19½	18½	18½	— ⅞
70¾	45½	4	Goodrich Co.	900	48¾	47⅝	47⅝	— ¼
109¾	78½	7	Goodyear T. & R. pf	1,100	100¾	100	100¼	+ 1
46	30¾	3.25	Hayes Wheel	100	32½	32½	32½	+ ½
123¼	55½	3.50	Hudson Motor Car	18,400	65½	63¼	63½	— 1½
28⅜	17	1	Hupp Motor Car	2,600	19⅝	19⅛	19⅛	— ¾
66	26	3	Jordan Motor Car	2,100	31⅜	29½	30	— 1
21½	12¼	....	Kelly-Springfield	200	13¾	13⅛	13⅜	....
126	86	6	Kelsey Wheel	400	98½	97	98½	+ 3½
2⅛	½	....	Keystone T. & R.	200	⅝	⅝	⅝	+ ⅛
14	8¾	....	Lee Rubber & Tire	100	9	9	9	....
159	103½	6	Mack Trucks	13,900	114	110½	111	— 2¾
33	27	2	Marlin Rockwell	200	29	29	29	— ⅛
44¾	30	2	Miller Rubber	200	32½	32½	32½	— ½
37⅜	19½	3	Moon Motors	900	23⅝	23¼	23½	+ ½
58⅜	33¾	3.60	Moto Meter A	900	38⅛	38	38	— ⅛
33⅞	22	2	Motor Wheel Corp	100	24	24	24	+ ½
66	52	....	Nash Motors	8,100	56	55⅛	55⅛	— ½
22¼	14⅛	....	Omnibus Corp.	5,300	20	17⅜	18½	— ⅞
43⅜	31¾	2	Packard Motor Car	1,500	35⅝	34⅝	35	+ ⅛
28½	13⅝	1.80	Paige-Detroit Motor	2,300	16	15	15¼	— ¾
43⅛	19	....	Pierce-Arrow	5,300	25	23¼	24	— ⅝
108⅞	76½	....	do pf	700	91¾	89½	89½	— 2⅝
10¾	5½	....	Reynolds Spring	1,500	6¼	6¼	6¼	+ ⅛
92⅞	68⅜	6	Stewart-Warner Speed.	400	72⅜	71	71¼	— 1⅛
77¼	59⅞	6	Stromberg Carburetor	100	59⅞	59⅞	59⅞	— ⅛
61⅜	47	5	Studebaker Co.	2,600	52⅛	51¼	51½	— ½
56½	44⅞	4	Timken Roller Bear.	800	50⅝	50⅛	50⅛	— ⅜
88¼	50¼	....	U. S. Rubber	6,900	54⅞	53⅜	53⅝	— 1¼
109	101½	8	do 1st pf	500	105¼	105	105	+ ½
90	51⅛	4	White Motors	2,000	56¼	55¼	55⅝	....
34	18	....	Willys-Overland	18,200	23½	22⅝	22⅞	....
99	91⅛	7	do pf	100	94¾	94¾	94¾	— ⅛
32⅞	20	.75	Yellow T. & C.	2,500	22¼	22	22¼	+ ⅛

NEW YORK CURB MARKET

32	14¾	....	Brill Corp., B	200	15½	15½	15½	— ⅛
13¾	3¼	....	Durant Motor	1,800	5	4¾	4¾	+ ⅜
100	97½	7	Firestone pf	75	97¾	97¾	97¾	....
40	28	....	Goodyear Tire	1,500	31¼	30	30	— 1⅜
25⅞	19⅜	1.20	Reo Motor	300	20¼	20	20	— ⅛
9½	3	....	Rickenbacker Motor	1,700	3¼	3⅛	3⅛	— ⅛
28½	20	....	Sieberling Rubber	300	21	20	21	+ ⅜
37¾	19⅛	....	Stutz Motors	400	29	28⅞	29	— ¼
11½	8⅞	.60	Timken Detroit Axle	1,000	9¾	9½	9¾	+ ⅝
28	22	2	W. Auto. S. pt pf	300	25⅝	25½	25½	— ⅜

CHICAGO

Sales.		High.	Low.	Last.
700	Auburn Auto	50½	50	50
25	Bendix Corp	29	29	29
100	Borg & Beck	32¼	32¼	32¼
25	Hupp Motor	19¾	19¾	19¾
50	Omnibus	19¾	19¾	19¾
450	Pines Winter	44½	44	44½
425	Stewart Warn	73	71	71
25	Yellow T & C, B	22	22	22
100	Yellow Taxi	44	43½	44

CLEVELAND

Firestone	102	103
do 6% pf	101	—
do 7% pf	97½	98½
Goodyear	31	33
Peerless	27	29

DETROIT

Sales.		High.	Low.	Last.
150	Cont Motor	10¼	10¼	10¼
200	Federal Motor	43¼	43	43
110	Motor Wheel	23¾	23¾	23¾
600	Packard	35	35	35
500	Paige	15⅞	15¼	15¼
450	Reo	20⅛	20	20⅛
625	Timken Axle	9¼	9¼	9¼

(The above tables show the automotive stock movement for Tuesday.)

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